

a portion of its contract for 70,000 tons

portion of its contract for 70,000 tons of iron with the Cleveland rolling mill.

The bridge of the Pacific short-line across the Missouri river at Sioux city was completed on Wednesday, and only the approaches are now to be constructed. The work was done in seven months, a record breaker for so extensive an improvement.

J. J. Turner, superintendent of the Pittsburg division of the canhandle lines, is in the city. In noticing the business the Indianapolis & Vincennes is now doing, he said that it now did more business in a day than when he was its superintendent in 1896.

The Louisville, New Albany & Cincinnati Railroad earned in the second week of November 1894 a net income of \$3,189, an increase over the corresponding week of 1894 of \$1,273. Since Jan. 1, 1894, the lines have earned \$3,096,784, an increase over the corresponding period of 1894 of \$95,471.

The special train which carried the Charter of Commerce of Cleveland on its return from Atlanta, was run over the Pennsylvania Railroad, made the run from Cleveland to Cincinnati in 120 minutes and fifty-seven minutes, including six stops. The train was made up of nine heavy stock

The Leavenworth Democrat is urging the construction of a railroad from Leavenworth to New Albany, to be ultimately extended to Cannelton and Rockport, including in its route the manufacturing town of Clay City and Troy. The Democrat is confident that liberal subsidies would be voted to such an enterprise.

A new time table goes into effect on the New York Central, Nov. 24, and under the schedule the running time of the Empire state express will be shortened another

Twenty-five minutes between New York and Buffalo. The average speed of the train, exclusive of stops, will be close to sixty miles an hour for the entire distance.

Some days ago, on excellent authority, it was stated that at the next meeting of the board of directors of the Buffalo, Schenectady and Niagara Falls Ry. Co., Mr. Schaff, assistant general manager, would be given the full title of general manager. This board of directors did at the meeting in New York on Thursday. The promotion of Mr. Schaff has been rapid and deserved.

Line transcontinental lines were in session yesterday at Chicago considering the business. The meeting accomplished nothing and the work was not sufficiently advanced when an adjournment was taken to estimate the chances of its being adopted by all the lines. The meeting will continue to-day.

It is stated that the position of general freight agent on the Big Four lines, which was abolished when Albert S. White retired from it to become general manager

John R. Walsh, who has taken, it is stated, a controlling interest in the Indianapolis & Bedford, was formerly depot man at the Nashville, Madison & Indianapolis line at Louisville. Mr. Walsh's rise in the financial world is said to have been remarkable, and to have been made by judicious and timely investments. Present

The Lake Erie & Western has issued a new form of personal injury report, much more complete than the old one. These reports are made in all cases where a personal injury is received. If by coming in contact with an engine, by the engineer or by train, the conductor reports, and the foreman of a section reports if under his supervision. To fill out the blank fifty-four questions must be answered.

A meeting of passenger men will be held

The first week in December, in Chicago, the winter east-bound passenger rates in Colorado were 50 cents. The rates for the fall and winter fully 50 cents. Swedes and Germans return to their native land to visit relatives, and in years past the roads have realized the money they should in carrying the business, and it is proposed to remedy this demoralization if possible.

The Denver Chamber of Commerce, realizing that Colorado Springs or Pueblo would become a dangerous rival for Denver unless direct railroads were built between them and Cripple Creek, has established, has, it

Some of the local railway officials who feared that their jobs are secure said they were not sure the president's agreement was a fair test. One official says agreement was formed and ratified by the boards of the railroad world. Something had to be done, and as the president's

The weak lines were not compelled to sign the contract, but did so voluntarily, it is reasonable to suppose that the agreement was inimical to their interests.

The Atlanta exposition business over the weekend is present is very heavy now and the weather is making the making of good records. Saturday last they carried the governor of Illinois, with a regiment of troops and a large body of Chicagoans, coming home from the Illinois-day festival at Atlanta. They were in five heavy rains, which got into Cincinnati after

respectively, at 8:30, 9:58, 10:15, 10:30 and 11:15 respectively. This is a far cry from the heavy rail traffic of the east, where and when the regular trains are running in two or more sections, is indicative of the high-class condition of the line. The five sections can cover the Chattanooga division in exactly the same running time for four of them and the fifth only four minutes behind it.

Probably no railway official in Indianapolis it be William R. McKeen, president of the Terre Haute & Indianapolis, has a larger number of car-friends than Norman. He has a number of cars in the

Michigan, now the Michigan division of the Big Four. Mr. Beckley secured a large share of the right of way for the C. W. I. road and more recently the right of way from Anderson to Rushville for the B. & N. road, and in speaking of this an acquaintance said that the probability was that he thought to be that where he secured the right of way but few persons asked that it was the matter in writing. While shrewd in securing such right of way, whenever, on further inquiry, he found that he had no

When the owner what was reasonable in his property, he would further consider the matter, and if he found the claim of a property holder to be just he would do what was right and, as a consequence, in but few cases did it become necessary to condemn. Mr. Beckley always being desirous to have an amicable feeling existing between the man who owned the ground and the railroad company.

The appended bulletin, prepared by M. C. Arthur, botanist of Purdue agricultural experiment station, has just been issued:

"The smut in corn differs in several important particulars from the common smut of the smaller cereals, wheat, oats, rye and barley. In no respect is the difference

ore marked than in its mode of attack. The plant, and in this fact lie valuable hints to the cultivator. It has been assumed that because the smut of wheat attacks plants can be prevented by immersing them in water or a solution of some fungicide, the same method is applicable to corn. But it is not true, and for the reason that the method by which the common smut attacks the plant is very unlike that of most of the other cereal smuts.

"It has been found out at the Indian Experiment Station that the smut does not

wherever the spores are carried by the wind and find lodgment and sufficient moisture to enable them to germinate. The spores will grow as soon as ripe, that is, as soon as the mass containing them turns black and dry, and they will also retain the vitality for a year or in the case of some species for two years.

For growth are not favorable. "It is evident from this that neither the time of planting nor the previous condition of the soil, nor the treatment of the seed will have any effect upon the amount of smut in the

"Two things can be done to decrease smut in corn. The growing crop can be sprayed with a suitable fungicide and the entrance of the smut into the plant prevented. That this can be made effective is already a fairly well established fact. However, it is an expensive and troublesome method. The other, more convenient but less thorough method, is to gather a


"The best time to gather the smut is just before the ears silk, when the field is still dry and through and every sign of smut removed, being careful not to turn it up on the ground, or in any way let the spores get free. The gatherings must be burned or deeply buried to certainly destroy the smut. One or more later gatherings should also be made. This may be called clean cutting, and if persisted in would reduce the smut to a negligible amount of growth to an inconspicuous

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Prof. Edward W. Bemis continued his discussion of the subject of "Money" in the university extension course at the University of California at Berkeley. The bulk of the subject under consideration was "Bimetallism Prior to 1872." Professor Bemis first touched upon the world's problem of money, and then discussed the

We know that in the history of the early Roman empire silver was used, but gold was introduced as the empire became rich. Jevons' theory is that when gold is high in value, it is used as a medium of exchange. This tendency has the effect of enhancing the demand for and the value of the cheaper metal, until the two metals are dearer until their values become equal. The theory is that when the value of silver is high enough governments are united to coin it, and when the value of gold is high enough their people are the chief consumers. These metals.

Mr. Bemis was pressed for time owing to the fact that the usual discussion of the subject had been given by Mr. Jevons.

Roman empire the nations to the north given to engage in trade, and, having no great need of money, got along very well without it. But he continued, "after the crusade there was a great demand for money." The question was "Where is it to come from? Africa had not yet been discovered, nor silver. But little was to be found in Asia, and this country had not yet been discovered, and they were all ignorant of the sea."

Pennsylvania store, \$250.
Hampden shop, 214 Hamilton avenue, \$180.

Washburn addition to brick house, 6 North Delaware street, \$1,900.

D. J. Dwyer, new oak house, 170 North Meridian street, \$1,600.

H. P. Craig, frame house, 1622 North Chestnut street, \$1,500.

Charles F. Saxley, repairs, 22 West Washington street, \$750.

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the world was not equivalent to a "double standard." He quoted from Andrew Carnegie's contention is that, under bimetalism, is a given article or lot of goods in a given market. He said that the market value, price, whether appraised in the one metal or in the other, would be the same, adding that, although during the first ten years or so of the century there was over \$1 of silver mined for every \$1 of gold, and dur-

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